

BPAC E-mail Messages and/or Letters

Enclosed is a copy of all E-mail messages covering concerns and relevant information received after circulation of the July 15, 2010 agenda packet. Staff's response to the public inquiries will be provided during the upcoming BPAC meeting and will become part of the meeting minutes.

CRM - Answer Point: Public Works, BPAC

User Access Reminder Rule Staff Reminder
Add Request Request Report Help HEIguendy

Find Criteria

Find Result

Req. # 11964

1 match found at 2:51:18 pm.

11964 - C - 06-04-10 - Crosswalk and Pedestrian Crossing Sign

Req. #

Staff

Sort Req. # Desc

Action

Request 11964 1 of 1 Emailed reply to requester, status is Closed. Status Closed

Assigned To helguendy Priority, Contact Regular WebForm

From Receive Date 06-04-10 11:13 am

To BPAC <helguendy@ci.sunnyvale.ca.us> Reply Needed Yes

Subject Crosswalk and Pedestrian Crossing Sign Close Date 07-29-10 2:51 pm

Regarding Location Corner of Mathilda and Sunnyvale Saratoga

Message I suggest that there should be a crosswalk and pedestrian crossing sign where Sunnyvale Saratoga Road splits into Mathilda. There is a bike sign and you can see cars coming, however, I would feel much safer pushing my stroller if there was one.

Actions
Action ReplyClosed
Date 07-29-10 2:51 pm
From helguendy@ci.sunnyvale.ca.us - BPAC
To
Subject Re: Crosswalk and Pedestrian Crossing Sign
Message Dear

Thank you for bringing your concerns to our attention. The intersection of Sunnyvale-Saratoga Road/Cherrywood Drive/South Mathilda Avenue is currently controlled with a traffic signal. Pedestrian crosswalks are established across the four intersection legs controlled by the signal. In view of the layout of the intersection, it would be very difficult to include the most easterly lane along Sunnyvale-Saratoga Road (serving northbound traffic traveling towards Sunnyvale Avenue) as part of the signal operation. Thus painting an uncontrolled crosswalk across this lane would give pedestrians a false sense of security. It should be noted that vehicles travel at relatively high speeds along this lane with the posted speed limit of 35 miles per hour on this section of Sunnyvale-Saratoga Road.

Thank you once again for reporting your request. City staff is aware of the community's need for a pedestrian connection to the adjacent shopping facilities on the east side of Sunnyvale-Saratoga Road. Should funds become available in the future, the City will consider establishing the requested crosswalk combined with an in-pavement lighted crosswalk device that can increase the crosswalk/pedestrian visibility especially at night. In the meantime should you have any questions or need additional information, please do not hesitate to contact the City's Transportation and Traffic Division at (408) 730-7415.

Thank you,
BPAC
Staff liaison: Heba El-Guendy

Ratings

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From: "Kevin Jackson" <kjbiker@netzero.net>
To: <andrea@baas.org>, <yukid@yahoo.com>, <cbsbikes@me.com>, <rgdurham@stanf...>
CC: <helguendy@ci.sunnyvale.ca.us>, <jwitthaus@ci.sunnyvale.ca.us>, <marengo...>
Date: 8/6/2010 11:04 PM
Subject: New opportunity to promote school bike and ped safety
Attachments: study issue ideas 2010.doc

Hi, folks-

I'd like to encourage everyone to take a look at the VTA BPAC agenda for August 11:
http://www.vta.org/inside/boards/committee_advisory/bpac/agendas_minutes/2010/08_aug/bpac_apacket_081110.pdf

Item 8 describes the School-Based Vehicle Emissions Reduction Program, which will provide \$4M over the next 2 years to promote walking, biking, transit and carpooling to schools (K-12). Funds are available for both infrastructure and non-infrastructure (e.g., education, outreach, etc) projects.

The report focuses on how candidate projects will be evaluated, but doesn't describe how to submit a proposal. The program also has a very short lead time, with the call for projects to be issued September 3 and an application deadline of October 4. I asked Dave Simons to request more information at the meeting, and Jack may have additional details from the VTA Technical Advisory Committee. In the meantime, it would be a good idea to look over the report and think about what kinds of improvements you'd like to see that might qualify, since time will be short (on the plus side, that will tend to limit the competition). Might be a good subject for an information-only item on the BPAC agenda.

Two other quick points: First, attached for your consideration is a list of possible study issue proposals. Of course, you won't get them all done in the upcoming year (go ahead, prove me wrong!). But it's good to have a wide range of choices when you pick your favorites. Second, the Horizon 2035 committee has been asked to suggest additional policies for the LUTE and Climate Action Plan. If you have any ideas along these lines, please let me know and I will see that they are given consideration.

Heba, can you forward to David Gandrud? I don't have an email address for him. Thanks!

Kevin

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- Make City Hall a Bike Friendly Workplace for city employees.

SVBC offers low-cost tips to achieve Silver, Gold and Platinum certification for simple measures that will promote bike use by employees for commuting and work-related travel. Such a program could easily pay for itself many times over; make a significant contribution toward meeting our sustainability goals; and serve as a model for businesses and other agencies in the city.

- Evaluate the reallocation of Public Safety resources for greater traffic safety.

Sunnyvale is generally regarded as a very safe city. One major exception is illustrated by the numerous reports we receive that non-motorists do not feel safe while using city streets. Improving the transportation infrastructure in order to promote cycling and walking cannot achieve maximum effectiveness unless we also work to reduce the perceived danger from irresponsible motorist behavior. Increased participation by Public Safety will be an essential part of this effort.

- Develop an educational presentation on Myths vs. Facts about proper road-sharing behavior.

Much of the hostility directed toward cyclists stems from a widespread lack of understanding about how cars and bikes are supposed to share the road. A simple yet authoritative explanation of the most common misperceptions can go a long way toward defusing such misguided anger and thereby improve safety and cooperation. Endorsement by Public Safety will enhance credibility. Possible distribution venues include posting on the BPAC web site; producing a public service video for KSUN; and printing a brochure that can be handed out at tabling events and by traffic patrol officers.

- Implement comprehensive off-street parking surveys (include garages, carports, paved side yards, etc).

Surplus street parking is a waste of public resources that are needed to provide space for the safe accommodation of all transportation users. Make sure we don't hurt our chances to reclaim this space by overlooking such a significant share of the available off-street supply.

- Reduce our reliance on revenue-dependent funding for bike and ped improvements.

Just as with projects that are essential to meet the needs of motorists, our focus should be on getting the job done, rather than restricting ourselves to whatever we can eke out within the constraints of various grant programs that generally have a very limited scope (and funding level). Relieving traffic congestion, improving air quality, reducing energy consumption, promoting transportation alternatives, enhancing recreational opportunities, etc are all worthy aims supported by various grant programs. But if our resources are limited to those few situations where we manage to out-compete every other initiative that is also trying to achieve those goals, progress on a comprehensive network of bike and ped routes will be very slow. A dedicated funding source is required in order to make needed improvements to non-motorized transportation in a timely manner.

- Evaluate benefits of smart parking meter installation.

In addition to the obvious benefits of reducing unnecessary car use and generating revenue, smart meters can implement congestion pricing to achieve more efficient parking utilization while insuring spaces are available where and when needed. The meters can also provide on-line information about vacancies in real-time, so motorists won't drive around looking for an open space. Revenues can be used to directly benefit the areas where they are installed, reducing opposition. Catchy slogan: "If you think metered parking is expensive, consider how much greater the costs are when it's free!"

- Provide incentives to reduce excessive vehicle ownership.

Car share and bike share programs, better transit, and improved bike and ped facilities can all help to convince people they don't need to keep that extra vehicle around which is only used occasionally. The benefits of fewer vehicles include less demand for street parking (which will make travel safer and more efficient for all road users); greater use of alternative transportation; and freeing up a significant share of household income for other uses.

- Integrate bike map with online route mapping tools.
- Develop a plan to qualify for Silver level Bike Friendly City award at next renewal.
- Increase number of bike lockers at library to meet demand.

From: "Kevin Jackson" <kjbiker@netzero.net>
To: <andrea@baas.org>, <yukid@yahoo.com>, <cbsbikes@me.com>, <rgdurham@stanf...>
CC: <helguendy@ci.sunnyvale.ca.us>, <jwitthaus@ci.sunnyvale.ca.us>, <marengo...>
Date: 8/8/2010 9:52 PM
Subject: Fwd: Re: New opportunity to promote school bike and ped safety

Hi, folks-

I expect there is not much that can be done immediately about the specific situation described below. Nonetheless, I think it's a useful reminder that people who wish to bike or walk are being deterred from doing so due to a well-founded fear for their very lives. By contrast, despite all the whining motorists do over the slightest inconvenience, I don't see any of them abandoning their cars because driving is just too difficult or dangerous. So let's have no illusions about where our efforts need to be focused!

Begin forwarded message:

From : Sharlene Liu <sharlene_liu@rocketmail.com>
To : Kevin Jackson <kjbiker@netzero.net>
Subject : Re: New opportunity to promote school bike and ped safety
Date : Fri, Aug 06, 2010 11:40 PM

Kevin,

Thanks for your email. I also want to thank you again for the dedication you've put into BPAC. I see the difference around me, in terms of a bikeable Sunnyvale. I really enjoyed the meeting in July, where I learned a lot and found the commissioners and city reps to be responsive to the public.

As far as biking to school, I feel it's too dangerous for my kids to bike alone to school, due to the busy intersections of The Dalles/Mary and The Dalles/Wright. Walking is safer than biking, but I still feel walking is rather dangerous for my kids who are 7 and 9 years old, and short. I understand that it's hard to change driver habit, and hard to restrict traffic at these intersections.

For The Dalles/Mary, a 4-way stop sign might be safer than a traffic light. At least with a stop sign, each car is forced to stop before proceeding, and once it's their turn to proceed, they don't have to be looking to their left as they make their right turn. But I think that Sunnyvale traffic engineers would not be open to a 4-way stop sign there. However, they could designate a crossing guard there. That would make it much safer. They could paint crosswalks on all 4 sides of the intersection; currently there are crosswalks for only 2 sides.

For The Dalles/Wright, it would be slightly safer if they could paint cross walks at all 4 sides of the intersection; currently, only 1 side has a crosswalk. It would be a lot safer if they could put in speed bumps before the intersection. They could enforce that the crossing guard reliably be there everyday on time. Currently, she habitually doesn't show up for the 2:05 release of children, only for the 2:35 release of children, so that when I'm crossing with my kids at 2:20, she isn't there a large fraction of the time.

At both intersections, they could have cops there more often, giving out tickets, so that drivers become vigilant about driving safely, as they should be. That would earn some income for the city too. A win-win.

Sharlene

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Heba El-Guendy - subject: stop light Manet/Remington

From: Carmen Talavera
To:
Date: 8/9/2010 10:44 AM
Subject: subject: stop light Manet/Remington
CC: Brooks, Rosalie; Moralez, Frances; Witthaus, Jack

Dear Baerbel,

Thank you very much for your e-mail in regards of the bicycle detection at the intersection of Remington and Manet.

This message is to let you know that we will be testing this location with our bicycle and make adjustments as necessary.

Should you have any questions or need any further assistance on this matter please do not hesitate to contact me at your earliest convenience.

Once again, thank you very much for your e-mail and my apologies for any inconvenience this may have caused you.

Sincerely,

Carmen Talavera



Carmen P. Talavera, P.E.
Sr. Transportation Engineer

Department of Public Works
Division of Transportation & Traffic
P.O. Box 3707
Sunnyvale, CA 94088-3707

Phone: (408) 730-7522
Fax: (408) 737-4943



Save the environment. Please don't print this email unless you really need to. 

>>> On 8/9/2010 at 6:27 AM. in message
<DTM...@rincon.ci.sunnyvale.ca.us>, "Rosalie Brooks"
<rbrooks@ci.sunnyvale.ca.us> wrote:

Dear **Jack Witthaus**,

Please respond to web request **12690** by clicking one of the three buttons below:

151

From

Reply Needed Yes

Priority Regular

Subject stop light Manet/Remington

Message when I approach the stoplight on Manet, wanting to turn left onto Remington with my bicycle, the light won't turn green even though I stop on the designated spot to trigger the light to turn.

Heba El-Guendy - Web BPAC Request - Street: Haverhill dr

From: emailer <emailer@ci.sunnyvale.ca.us>
To: "Web - Heba" <helguendy@ci.sunnyvale.ca.us>
Date: 8/11/2010 10:17 PM
Subject: Web BPAC Request - Street: Haverhill dr

Name

Email

Street Haverhill dr

Between Street Holbrook Pl

and Street Pyrus Way

Landmarks

Suggestion Corner ramps to be installed at the intersection between Haverhill & Holbrook, Haverhill & Pyrus way.

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Heba El-Guendy - subject: bike sensor not working

From: Carmen Talavera
To: . . .
Date: 8/13/2010 8:19 AM
Subject: subject: bike sensor not working
CC: El-Guendy, Heba; Morales, Frances; Witthaus, Jack

Dear .

Thank you for your e-mail in regards of the malfunctioning bike detection at the intersection of Hollenbeck and Fremont.

This message is just to let you know that we will check this locations and repairs or adjustments will be made as soon as possible.

Once again, thank you very much for contacting us. Should you need any further assistance on this matter please do contact me at your earliest convenience.

Sincerely,

Carmen Talavera



Carmen P. Talavera, P.E.
Sr. Transportation Engineer

Department of Public Works
Division of Transportation & Traffic
P.O. Box 3707
Sunnyvale, CA 94088-3707

Phone: (408) 730-7522
Fax: (408) 737-4943



Save the environment. Please don't print this email unless you really need to. 

>>> On 8/12/2010 at 9:00 AM, in message
<RINCONkQLvfdxB7I9Ot0000ea83@rincon.ci.sunnyvale.ca.us>, "Héba El-Guendy"
<helguendy@ci.sunnyvale.ca.us> wrote:

Dear **Carmen Talavera**,

Please respond to web request **12753** by clicking one of the three buttons below:

Reply

Reassign

Close with no reply

155

From

Reply Needed Yes

Priority Regular

Subject bike sensor not working

Message Turning left onto Hollenbeck (heading south) from Fremont Ave, the left turn lane bike sensor does not work, making it very difficult to turn onto Hollenbeck.

156

CRM - Answer Point: Public Works, BPAC

User Access Reminder Rule Staff Reminder
 Add Request Request Report Help HEIguendy

Find Criteria

Find Result Prev Next

1 match found at 9:03:49 am.

Req. # 12674

12674 C 08-06-10 Who's responsible for watering the dirt

Req. #

Staff

Sort Req. # Desc

Action Reply Reassign Close with no reply

Request 12674 1 of 1 **Emailed reply to requester, status is Closed.** **Status** Closed

Assigned To helguendy **Priority, Contact** Regular WebForm

From -- 650-421-1987 **Receive Date** 08-06-10 7:49 am

To BPAC <helguendy@ci.sunnyvale.ca.us> **Reply Needed** Yes

Subject Who's responsible for watering the dirt path, north of track **Close Date** 08-13-10 9:03 am

Regarding Location Sunnyvale Caltrain station, North Side of tracks

Message There is a dirt path along the North side of the tracks at the Sunnyvale Caltrain station. Bicyclists ride along this path to reach the North end of the platform, which is guaranteed to have a bike car on the next Northbound train. (Bicyclists are not allowed to ride their bikes on the platform. They can walk them, however, the large cracks between the pavers on the platform wreak havoc with the cleats on the bottom of cycling shoes.) In the summer months, the weeds and English ivy along the dirt path are watered, seemingly every morning, turning the dirt path into a mud path. This over-watering of plants that really need no watering at all causes the dirt path to turn into a mud path every morning before the rush hour commute. It makes the bicycle tires muddy, which the bicyclists then bring onto the train. This does not help the cleanliness of the train car. Why is this path watered? Why is it watered so much? Why is it watered so that the mud affects the rush-hour commute? Who can stop this nonsense? Thank you, Jenn Rodriguez

Actions

Action ReplyClosed

Date 08-13-10 9:03 am

From helguendy@ci.sunnyvale.ca.us - BPAC

To

Subject Re: Who's responsible for watering the dirt path, north of track

Message Dear

Thank you for bringing your inquiry to our attention. Please be advised that the area of concern is within the Caltrain right-of-way and needs to be brought to their attention. A contact person who could assist you on this matter is Ms. Christine Dunn at (650) 508-6238. Thank you once again for your message, and please do not hesitate to contact us if you have any questions or need additional information.

Thank you,
 BPAC

Ratings

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BPAC Active Items List Update

The Commission's active items list is attached for your reference. Concerns regarding operational matters such as signal operations and bicycle detection are not individually listed, but will be regularly addressed during the BPAC meetings.

Bicycle and Pedestrian Advisory Commission

Active Items List

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Bernardo Caltrain Under-crossing	Withthaus	Preliminary engineering by 2005	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. BEP Tier 1 update submitted. VTA will program 80% funds out to 2016 to allow for time to secure matching funds. Project update submitted for Valley Transportation Plan (VTP) 2035 consideration.	4/9/2009
2	Code of Ethics and Conduct	EI-Guendy	Annual	Reviewed by BPAC and was part of the agenda packet of the BPAC meeting held on January 21, 2010	2/12/2010
3	Utility Bill Stuffer	EI-Guendy	Annual	Discussed during the BPAC meeting held on March 18 and May 20. The UB Stuffer was finalized and circulated in July.	8/13/2010
4	Bike to Work Day	EI-Guendy	Annual	The event took place on Thursday, May 13, 2010 and BPAC members volunteered at the energizer stations located at the NASA light rail station, the Borregas Avenue ped/bike bridge, and the intersection of Wolfe Road/EI Camino Real.	5/14/2010
5	Earth Day	EI-Guendy	Annual	The event took place on April 24, 2010 and BPAC members participated/volunteered at the event.	5/14/2010
6	Health and Safety Fair	EI-Guendy	Annual	The event took place at the Columbia Middle School on May 22, 2010. The BPAC members participated in the event.	6/11/2010
7	Overlay, Reconstruction, Slurry & Chip Schedule	T. Pineda	Annual	Information only item shared with the BPAC members during the meeting held on March 18, 2010.	4/9/2010
8	Signage request - Entrance of Baylands Park	EI-Guendy	TBD	A site meeting took place with staff of the City's Department of Parks and Recreation who are planning to install improved signage and pavement markings.	8/13/2010
9	Spare the Air Fair	EI-Guendy	Annual	The event took place on May 18, 2010. The BPAC Chair participated in the event.	6/11/2010
10	State of the City	EI-Guendy	Annual	The event took place on July 4, 2010 in Washington Park during which Mayor Hamilton announced the winners of this year's annual awards.	7/9/2010
11	VTA Bicycle Expenditure Program (BEP)	Withthaus	Annual	Application was submitted for conducting the design study associated with the establishment of bike lanes on Mary Avenue south of Maude Avenue.	3/12/2010

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
12	Block Grants	Witthaus	Annual	Application was submitted for the redesign of Henny Avenue between Fair Oaks and Sunnyvale Avenues in order to provide sidewalks, bike lanes, underground utilities, and other improvements. The project will receive approximately \$2 million in BEP and Pavement Rehabilitation funds.	8/13/2010
13	TFCA grants	El-Guendy	Annual	Application to establish bicycle facility between the two Borregas bridges was submitted on January 16, 2009. Application for the BFP funds was submitted on September 14, 2009 for completing the design and constructing the East Channel Trail.	9/11/2009
14	Construction Zone Safety Complaints received	El-Guendy	Ongoing	Responses are provided via phone or e-mail communications. In some cases, the responses are provided verbally during the BPAC meetings and documented as part of the meetings minutes.	2/19/2008
15	Policy on Street Space Allocation	Witthaus	Ongoing	Request to coordinate between the approved policy on street space allocation and relevant roadway resurfacing/construction projects. CEQA clearance and General Plan amendment have been carried out.	9/11/2009
16	Bicycle Detection Complaints received	El-Guendy	Ongoing	Responses are provided via phone or e-mail communications. In some cases, the responses are provided verbally during the BPAC meetings and documented as part of the meetings minutes.	9/11/2008
17	2009/2010 Bicycle Transportation Account (BTA)	El-Guendy	Annual	The East Channel Trail Project is eligible for this fund, and a grant application was submitted to complete the design and implement the pedestrian/bike trail.	1/8/2009
18	2009 Community Design and Transportation (CDT) - Planning Grant Program	El-Guendy	Annual	Applications were submitted in January 2009 to develop the El Camino Real Multi-Modal Design Guidelines with City request to consider providing bike lanes, and to redevelop the Lawrence Station Area with improvements to bicycle and pedestrian connections within one half mile radius of the Station - Both applications succeeded for funding.	9/11/2009
19	2010/11 Caltrans Planning Grants	Witthaus	Annual	A grant application was submitted by April 1, 2010 to conduct the feasibility study of the Stevens Creek Trail Extension.	4/9/2010
20	2009 State Safe Routes to Schools	El-Guendy	Annual	A grant application was submitted by April 15, 2009 to add safety and operational improvements in school areas Citywide. The City's application for \$720k succeeded for Cycle 8, FY 2009/10.	8/14/2009
21	State Transportation Enhancements (TE) funds	Witthaus	Ongoing	Application submitted for establishment of the Murphy Avenue streetscape project.	4/9/2009

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
22	Stimulus Package	Witthaus	Ongoing	Application for the Green Infrastructure Funding Grant was submitted to complete the design and implement the East Channel Trail.	4/9/2009
23	2010 Community Design and Transportation (CDT) - Capital Grant Program	EI-Guendy	Annual	A grant application was submitted for streetscaping improvements and provision of bike lanes on Hendy Avenue. A second call for projects is expected on August 6, 2010.	7/9/2010
24	Establishment of Bike Lanes on Mary Avenue	Witthaus	Ongoing	The City recently reconfigured the segment of Mary Avenue between Cascade Drive and Fremont Avenue to provide Class II bike lanes as part of a pavement maintenance project. The BPAC requested adding this item on the list for the establishment of bike lanes on Mary Avenue between Fremont and Maude Avenues following the required review in accordance with the street space allocation policy.	3/12/2010
25	Santa Clara Valley Water District - Trail and Open Space Grant Programs	EI-Guendy	Annual	Applications were submitted for design and construction of the East Channel Trail, and for conducting the Stevens Creek Trail Feasibility Study	4/9/2010

